

North Rainier Goals and Strategies

- Leaving zoning as it is should be an alternative
- Increased residential density supports all of these goals
- What is an “urban design framework”? Please define.
- Who “expands”, “creates”, “considers”, “continues to pursue”, etc? Please define.
- Increase outreach of the existing Rainier Valley Chamber to new and immigrant business owners. Advocate for them to pursue fair financial credit as opposed to conventional loans.
- Offer a class on how to stop littering!
- Protect Cheasty Greenbelt and adjacent park properties with setbacks and incentives for native plantings, etc.
- Do a health impact assessment to reduce health disparities.
- Have the mix of incomes reflect Seattle’s overall mix and not further concentrate any particular income in the south end.
- My biggest concern about seeing South Seattle redevelopment plans is to make sure housing affordability and cultural relevancy is maintained in these neighborhoods. I am glad to see the goals in the draft plan. Make sure these priorities make it through to reality!
Thank you, Patricia Gray
- Cultural community center with unity of similar cultural groups. Also include a health center /services at the community center.
- No mention of west side of Rainier, adjacent to light rail station. Use Parks levy funds to create a park/plaza on Sound Transit owned properties – even if only as an interim measure.
- Please identify a complete green framework/infrastructure for the neighborhood.

North Rainier Places and Connections

- Ensure bypass does not divert traffic into residential neighborhood to the west. Research work done to date by “The Task Force for a safer 31st Avenue South” including traffic calming concepts developed by Transportation Solutions Inc. (See May 2 2007 report)
- Use open space/parks levy to purchase Sound Transit owned parcels, turn into open space in short term. Make Sound Transit primary in conversation.
- There are no residential buildings abutting MLK. There will be no adverse impact.
- Bypass will negatively impact residential neighborhoods to the east. Shift bypass to the west.
- Pursue public/private partnerships. For example, purchase church currently for sale – and develop as a community cultural center.
- Need better enforcement of traffic re: sidewalks, driveways and crosswalks!
- Poles and wires at 31st Ave S and McClellan make corridor uninhabitable.
- Some bus stops need more room for lift or ramp usage by people with mobility devices (wheelchairs and scooters).
- 85’ does not provide sufficient density.
- Need west bound I-90 access from Rainier so as to avoid cut-through traffic.
- East-west connections are important – need neighborhood shuttles.

Post it note comments on the North Rainier materials presented

- Adjust boundary at 27th between Walden, Charlestown and Anthony. This triangle should be considered part of Cheasly greenbelt. This is off MLK and is adjacent to SF/residential and parks property.
- Eliminate eastbound I-90 access from Rainier Avenue north of I-90.
- Bypass only works if Bayview is expanded to handle capacity.

North Rainier Exiting Zoning – Likely Build Out

- In the area of the QFC/Rite aid, and just west, up to the greenbelt, allow 85' height to create density close to the transit. It's separated from the residential or Beacon Hill by the greenbelt.

North Rainier Option 1: 85' Alternative

- If more housing is contemplated, at least 60% of all units need to be affordable to low-income residents (those w/incomes of less than 30% of Seattle Median Income). At least 20% of all units also need to be accessible to people with disabilities.
- Not too hard to do with large buildings.
- Isn't the valley floor too difficult to develop –given soil condition, silt, etc? Too expensive
- Require pedestrian-oriented alleys to add interest and livability.
- Allow for additional height for "green" systems on roof tops.
- I agree!
- Yes to more affordable housing requirements. Also require developers to improve utilities capacity and public spaces.

North Rainier Option 2: 125' Alternative

- Add even more residential height/density. It's necessary to achieve goals and make neighborhood work.
- 125' is best density option.
- Must close through traffic between McClellan and intersection of Rainier and MLK.
- Open space: 1 acre per 1000 people (Comp Plan).
- The 125' area needs to "jump" McClellan St. and Rainier Ave. Towers need to be thinner, maybe taller.
- Concern about "Chesty Greenbelt" adjacent properties being only 65' zoning. All properties of 65' may be in the shadow of 85' properties to the east, then shadow from West Hill side. Would need 85' to have sun light.
- Property along greenbelt (Ches. Blvd.) Needs to be taller. Same height as valley floor - = or – 85 feet Height of trees is already 80'.
- I support Option 2.
- 31st Ave. S. currently being studied for traffic calming / pedestrian improvements. Don't let bypass divert traffic to 31st Ave. S. Leverage existing funding for improvements on 31st Ave. S. to make strong pedestrian connection on McClellan to town center.

Post it note comments on the North Rainier materials presented

- Yes to Option 2. Yes to density. Pay close attention to focal points. Yes to more evergreen trees on streetscape.
- Modulation – with all heights. Visual interest, thin towers.
- Need park in town center.
- Add 125' zoning to U-Haul, Deeny, QFC, Work Source, et al properties. No need to “step down” because of greenbelt/topo.
- Departures for height restriction for “green” features; i.e., wind turbines, solar, urban horticulture.
- Use towers to make a town center. Towers in a central park at Lowes site. Prominent diagonal crossing at Rainier and MLK to light rail station

North Rainier Streetscapes Concept 2 (Alternative 1 and 2)

- Yes to reduced traffic flow all the way to Rainier Beach
- No Parking!
- I respectfully have another opinion and believe there should be parking and sidewalk cafes. Reroute to MLK is a non-starter.
- Sidewalk cafes create community – yes please! With local businesses.
- Sidewalk cafes? No way! They tend to impede pedestrian routes, especially those used by people with mobility or vision impairments.
- Where are the bike lanes?
- Why is a bike lane not an option?
- Yes to bike lanes!
- Bike lanes would make Rainier much less dangerous for cyclists.
- Rainier is basically a flat corridor. Best bike route in the city. So...where are the bike lanes?
- Graphics that contain “sharrows” should show bikes using that lane (many are not familiar with the term “sharrows”)
- Trees are cool as long as their roots don’t cause the pavement/sidewalk to buckle, causing problems for pedestrians.
- “Green hub” – add plug in car spots.
- Landscaped median will speed up traffic – need additional measures to reduce traffic speeds.
- Increase density of fast food establishments and eliminate drive-thrus.
- Where is the street car?
- What street car?
- We need more mature trees planted – big signature trees that will thrive.

North Rainier General Comments

- Does the geology allow for “high rise” buildings?
- At base of pedestrian bridge, consider removing benches; clean area more frequently.
- Consider closing Rainier between MLK and McClehan and/or move bus transfer station to west side.

Post it note comments on the North Rainier materials presented

- Please rezone area near Claremont Ave. S., south of Walden, to something more compatible with commercial zoning along Rainier, such as lowrise (L-4) or midrise (MR).
- Make zoning on QFC site and site immediately west the same height. Because of topography and greenbelt, no need to "step down". Also, site to the west needs light and air, which may be compromised if QFC is higher.
- Get rid of the drug area around the ends of the overpass where MLK and Rainier cross.
- Will there ever be noise mitigation? 2 bedrooms on Rainier cannot hold a convention – must walk 2 blocks east!
- Traffic revision is a great idea! This method works. Google – "Lincoln Square" in Chicago for successful example.
- Ignores how North Rainier will integrate with Link phase 2, I-90 stop.
- Implement pedestrian "scramble" at MLK/Rainier intersection (like 1st and Pike).
- Materials and graphics look great!
- What are goals to mitigate climate change?
- Youth. How will you address the technology gap? Access to college? After-school resources?
- Please identify a complete green framework/infrastructure for the neighborhood.
- How are you determining affordable housing?
- Like the traffic revision! (to MLK).
- Pedestrian issues don't forget Southern Rainier.
- No parking!
- Remove the skybridge!! It is not wheelchair accessible due to steepness of ramps.
- Install ground level crossings at that location instead. All way stop!
- Why isn't UW's laundry facility being up-zoned?
- Rezone S. of Hanford between MLK and Rainier to hi-density/multifamily//NC zoning 65' or higher.
- Sustainability. Form a 3rd party utility to re-market excess heat from UW laundry to other buildings in the area (e.g. apartments, retail).
- Stevens: poor quality poles.
- Thanks for the easy to read displays.
- Consider MLK as main street.
- Develop green/green canopy goals for neighborhood.
- Go large, i.e. 125' etc. Blocking views and highest density needed around HCT.
- Develop local food/resilience goals at neighborhood level.
- Residential enclave east of Cheasly Blvd.
- What role will minority owned firms play in this development? How about people with disabilities, people of color, women and local businesses? There should be no outsourcing – support your local businesses.